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Hongkong Daily Press.

ESTABLISHED 1857.

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Hongkong, 31st October, 1902.

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Hongkong, 24th August, 1904.

[a24]

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[a28]

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THE MANAGER.

[a28]

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[a22]

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Correspondents must forward their names and ad-
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not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
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BIRTH.
On 4th January, at Peking, the wife of E. de
Luca, of a son.

[263]

The Daily Press.
HONGKONG OFFICE: 14, DESVaux ROAD Ct.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, JANUARY 19TH, 1905.

To Borneo, British North Borneo, which produces, according to the *Directory and Chronicle*, "elephants, rhinoceros, deer of three kinds, wild cattle, pigs, bears, and pythons," the minds of many readers will this morning doubtless turn with much interest, when they read on the next page the story of the discovery of diamond clay in that territory. As the Home paper from which we quote has stated, the story unfolded before the proprietors of the Chartered Company reads like a page from Stevenson's treasure-hunting romance. Even the sketch map, showing the locality of the treasure, was forthcoming in some papers. We need not repeat the story, so graphically told in the extract referred to; but the intimate trade relations subsisting between British North Borneo and this Colony, as well as with China, compel us to regard the new announcement with more than a mild interest. At present the Company is doing very well out of timber, tobacco, sago, rice, gums, gutta-percha, coco-nuts, rattan, and all varieties of jungle produce. What it may do as a seller of diamonds, if the performance should equal the promise of the blue clay now being tested, it is hard to put mental limits to. It should pale to insignificance the beggarly \$1,096,000 which the Company expects to make this year. Naturally, these hard-headed men of business poo-poohed the story of the prospector at first, and did not think it worth while mentioning to the

previous meeting of shareholders. When their own agent rediscovered the outcrop of blue clay, somewhere up the Labuk river, and sent samples; when a London export certified that those samples were "true blue," like the Kimberley basal clay, they could no longer refrain from reporting what was bound to raise lively hopes. A sensation of sorts was the immediate result. The papers at Home last month were full of it, and share buyers and adventurers alike fixed their attention on the land that sends the Chinese ports most of their timber. Borneo has always been known as a diamond-producing country, but, as in Hindustan, the supply has for long been believed to be almost exhausted. The once famous name Golconda, though preserved as a sort of simile, or literary reference, now fails to convey any such opulent significance as the modern public attaches to Kimberley, Klondyke, and so on. A brochure on diamonds, published exactly fifty years ago, mentions that "the island of Borneo is the only other eastern locality which can boast of its (diamond) production. The diamond occurs at Pontiana, in that island, directly under the line, and at Benjarmasin, about three degrees south of the equator. Here it is said to be of a quality superior to that of the gems found in the other Indian localities; and to be distinguished in consequence by the name of *Lankak*, the place where they are found. Here also the diamond occurs in alluvial soil, accompanied with gold. One diamond of 367 carats was found there upwards of a century ago." The clay under which they were then found was described as "black," not blue. Vossey in his *Asiatic Researches* mentions sandstone brescia as the predominant strata for Asiatic diamonds. It is quaint to read now the Madras prices for Brahma diamonds, of "twenty, *pagodas*" for "one *manjalin*" (two carats); and "400 Madras pagodas" as the price of an "eight *manjulin*," or sixteen carat stone. No mention is made of Kimberley, whose gummy treasures were not discovered until 1867, the great rush following three years later. The few hundred composing the white population of British North Borneo may not, as consequence of this discovery, rise to the twenty-nine thousand of the South African diamond city, but if the two blue clays be found equally rich, the B.N.B. Company will have hard work to keep prospectors away. That the climate is "particularly pleasant for the tropics," is a factor that should add to the attractive power of this now more than ever fascinating country.

Tientsin is enjoying one of the mildest winters it has ever known.

The steamer *Nigretia*, captured by the Japanese, is said to have been released.

A case of cannibalism is alleged to have occurred at Pootung, near Shanghai.

Mr. James Whittall to-day resumes charge of the China Traders' Insurance Company, Limited.

The B. I. steamer *Lanzula*, with reliefs for Macao, arrived at that port yesterday morning. The troops are all well.

Mr. Harold Austen, representing Messrs. Rumjahn & Co., left by the s.s. *Rosa* yesterday, to visit various countries.

The Rev. W. J. Southam will this evening lecture at the Union Church Literary Club on "Life in the Canadian North West."

At about noon yesterday a coolie fell down the dock at the Naval Yard Extension. There is little hope of his recovery.

At the Police Court yesterday morning before Mr. F. A. Hazelton two Chinese for being in possession of illicit opium were fined \$55 and \$100 respectively.

Mr. H. Haynes, manager of the Hongkong Hotel, left for England on a holiday yesterday. There was crackle firing and much smoke nuisance in Des Vaux Road Central.

Mr. A. H. Watts is reported to have left Tientsin for Shanghai, to take charge of the shipping department of the Chinese Engineering and Mining Co. in the stead of the late Mr. Fullerton.

A Chinese cook, hailing from Taitamuk, charged a house boy before Mr. F. A. Hazelton at the Police Court yesterday with assault. The cook ordered the house boy to clean up the kitchen. On the latter refusing, the pair came to blows, and the house boy, getting the worst of it, picked up a chopper with which he proceeded to disfigure his assailant. He was sentenced to a term of six weeks' hard labour.

At the Magistracy yesterday afternoon Mr. H. J. Gompertz held an inquiry into the cause of death of James Douglas, who was taken to the Government Civil Hospital with a fractured skull, where he died on the 10th instant. The finding of the jury was in accordance with the Medical Officer's statement, that death was due to a fractured skull caused by a fall while drunk. He had been drinking heavily.

TELEGRAMS.

[DAILY PRESS SERVICE.]

FRENCH CABINET RESIGNS.

LONDON, 15th January.

The resignation of the French Cabinet, postponed owing to a bereavement in President Loubet's family, took effect to-day.

In the new administration, M. Rouvier, who to-day relinquished the portfolio of Minister of Finance, is confidently expected to succeed M. Combes as Premier.

[REUTER'S SERVICE.]

INDO-CHINA.

LONDON, 16th January.

M. Deloncle does not believe in the authenticity of Baron Kodama's plan (vide telegram 12th instant), though he is firmly convinced that Japan ardently covets Indo-China and insists that the Government must immediately submit to the Chamber a programme for the maritime defence of the Eastern Colonies.

THE WAR.

[DAILY PRESS SERVICE.]

BALTIC FLEETS MEET.

LONDON, 17th January.

Admiral Rozhestvensky has telegraphed to St. Petersburg that a junction of the two fleets has been effected, and that he is now leaving Madagascar.

[REUTER'S SERVICE.]

A RUSSIAN REPULSE.

LONDON, 16th January.

An independent account of General Mistchenko's daring raid shows that it was wholly unsuccessful, the cavalry being powerless against entrenched infantry.

HONGKONG LAND RECLAMATION CO., LTD.

[ORDINARY MEETING.]

The fourth ordinary meeting of shareholders in the Hongkong Land Reclamation Company, Limited, was held at the Company's office, Victoria Buildings, at 1.30 p.m. yesterday. The Hon. Mr. W. J. Gresson (Chairman) presided, and there were also present the Hon. Sir C. P. Chater, C.M.G., Messrs. E. Shadell, R. C. Wilcox and Ho Tung (Directors), Mr. M. S. Northcote (Secretary), and Messrs. Ho Fook, Ho Kom Tong, Sheldon Hooper, Lo Cheung Shui, H. N. Mody, J. Orange, A. J. Raymond and H. C. Wilcox. The SECRETARY read the notices convening the meeting.

The CHAIRMAN said—Gentlemen.—The report and accounts having been in your hands for some days, we may, I presume, take them as read. The accounts are of so simple a nature as to call for no special comment, but you will note with satisfaction, I am sure, that we have wiped off the debit balance of \$6,219.10 with which we began the year under review, and close with a balance to the credit of \$7,157.32, carrying forward, after paying directors' and auditors' fees, the sum of \$4,557.32. As mentioned by your Chairman at the last annual meeting, we are still necessarily passing through the period of expenditure with our reclamation works at Kowloon Point, which, I am pleased to be able to inform you, continues to take steady progress and should reach completion a few months hence. Our houses at Yanmati and the storage ground there are well let and are giving us a good return on the capital invested thereon. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions regarding them you may wish to put.

As there are no questions, I beg to move that the report and accounts as presented be passed.

Mr. J. ORANGE—I beg to second.

Carried unanimously.

Mr. H. C. WILCOX—I beg to propose the re-election of Mr. Ho Tung as a director.

Mr. LO CHEUNG SHUI—I beg to second.

Carried.

The CHAIRMAN—The next business is to elect a director in place of Mr. R. C. Wilcox, who I am sorry to say is leaving the Colony to-day.

Mr. HO FOOK—I have much pleasure in proposing Mr. A. J. Raymond in place of Mr. Wilcox.

Mr. HO KOM TONG—I beg to second.

Mr. A. J. RAYMOND—I beg to propose the re-election of Messrs. W. H. Potts and A. O. D. Gourdin as auditors.

Mr. SHELTON HOOPER—I beg to second.

Carried.

The CHAIRMAN—That is all the business, gentlemen; thank you for your attendance.

CLOSING OF AN OLD FIRM.

[DEPARTURE OF MR. R. C. WILCOX.]

With the departure of Mr. R. C. Wilcox from the Colony yesterday for England, we have to record the closing of the firm of Messrs. Turner & Co., one of the oldest firms in the Colony, with which Mr. Wilcox has been identified during the past four years. The exact date of the foundation of the firm is not known, there being no clear record, but Mr. Richard Turner, founder of the firm, was in business in Macao in 1828. He subsequently traded at Canton as Turner & Co., and the firm was one of the first batch that migrated to Hongkong on the invitation of Captain Elliott, the Superintendent of Trade, in 1839. The firm prospered and had branches at Shanghai and Foochow. When Mr. Turner's connection ceased, sometime in the early sixties, we believe, Mr. Phineas Ryrie became head of the firm, and many still resident in the Colony will remember Mr. Ryrie as for many years the senior unofficial member of the Legislative Council, and Chairman of the Chamber of Commerce. Mr. Ryrie died in 1892, and thereafter the firm passed into the hands of Mr. A. W. Walkshaw, who remained at Foochow, leaving the Hongkong house in charge of the late Mr. James H. Cox. Mr. Wilcox purchased the business in 1900, and carried it on till the close of 1904, when, anxious to retire, and failing to find a purchaser for the business, he decided to close the firm and the bulk of its business was transferred to Messrs. Gibb, Livingston & Co. The firm, it may be mentioned, had held the agency of the Northern Assurance Co. for exactly fifty years.

Mr. Wilcox arrived in Hongkong on January 8th, 1875, coming out from England as Editor of the *Hongkong Daily Press*, in which capacity he remained, with credit alike to the paper and himself, for fifteen years during a large part of which time he was also lessor of the business. In those days, as a glance at the old files will reveal, the community was less contented and peacefully inclined than it is to-day. During the term of Sir John Pope Hennessy's governorship the popular dissatisfaction with the Governor's policy was exceedingly pronounced, and was faithfully reflected in the leader column of the *Hongkong Daily Press*. This antagonism of the community to the Governor lasted throughout His Excellency's term of service, and looking back over the files one might easily suppose that Sir John Pope Hennessy would entertain no kind regards for the Editor of the *Daily Press*. But it is interesting to record that before His Excellency left the Colony he invited Mr. Wilcox to meet him for the express purpose of making known to him his appreciation of the high tone of his criticism and its complete freedom from anything in the nature of personal attack—a compliment which was certainly deserved and duly appreciated.

After fifteen years of journalism Mr. Wilcox sought a change of occupation. He tried the house and estate agency business, but gave it up on his appointment as Secretary of the Chamber of Commerce, into which institution he infused new life and considerably increased its membership. Any movement calculated to benefit the trade of the Colony always found in him a warm supporter. In 1897 he acted as secretary to the Committee formed to inquire into the trade of the port, and subsequently served on the Commission appointed to inquire into the advisability of the registration of chair and jinrikisha coolies, but the recommendation of the Commission was, unfortunately for the public, not approved by the Government. On resigning the secretaryship of the Chamber of Commerce to take over the business of Turner & Co., Mr. Wilcox was appointed a member of the Committee, and up to the time of his departure continued to take the closest interest in its affairs. In addition Mr. Wilcox has rendered useful service as Chairman of the local branch of the China Association for the past year and a half, and also as a member of the Navy League Committee, not to mention his services as director of several public companies.

Mr. Wilcox, accompanied by Mrs. Wilcox and Mr. Harold Wilcox left by the *Nansha* yesterday evening for Calcutta, intending to spend about a month in India before proceeding to England. In wishing him bon voyage and many years to enjoy at Home the repose which thirty years of activity in Hongkong may be considered to earn, we echo the wishes of a very wide circle of friends by whom Mr. Wilcox and his family are held in the highest esteem.

FIRES.

About seven o'clock last evening a fire occurred at a furniture shop, No. 44, Wellington Street. Some coolies engaged in shipping cases in a cock-loft upset a kerosene lamp, which is supposed to have ignited some loose packing lying about. The fire had been practically put out by the residents of the shop when the brigade under Chief Inspector Baker arrived on the scene.

Their services were required however, for a second outbreak which occurred in a rattan and matting shop in Newmarket Street. The first and second floors of this shop were gutted before the flames could be got under way, but a constant playing of the hose saved the adjoining premises from ignition.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following:—On the 18th at 11.45 a.m. The barometer has risen in N.E. Japan and fallen at all other stations. A shallow depression has passed into the Eastern Sea from the westward. Gradients are very slight upon the coast of China and the ordinary N.E. monsoon continues to be interrupted. Light variable winds will prevail both in the Formosa Channel and in the northern part of the China Sea. Forecast.—Light variable winds, cloudy, fair.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

[ANNUAL MEETING.]

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ST. STEPHEN'S COLLEGE
SPEECH DAY.

At St. Stephen's College yesterday, at noon, His Excellency Sir Matthew Nathan distributed the prizes to successful students. There was a large and representative gathering present, and a guard of honour was formed by the students, who were lined up on each side of the walk to the College as His Excellency approached.

The Head (Rev. E. J. BARNETT) in his address said:—It may be questioned whether the influence of education in Hongkong will not be mainly, if not wholly, local; whether those who are trained in our Colleges will ever affect appreciably the mainland adjacent. That most of those who come to learn English are actuated by personal motives must perhaps be conceded. But here, nevertheless, is the teacher's opportunity; for as the children in the home lands are taught to respond to the enthusiasm of Imperialism, so may the claims of China be brought home to Chinese students while studying the condition and needs of their native land in the light of the history of our Empire. Some of these senior lads have devoted themselves to the study of History with a relish which has surprised us. Parallel between certain conditions obtaining at the present time in China and those which existed in England, say, in John's reign and later, are readily appreciated, and deductions are soon drawn. For why should not the benefits which Magna Carta secured for England be enjoyed by China if she too obtained her Charter of Liberties? Thus through this kindred studies the needs of China become more apparent, and when the need has been located the remedy is nearer accomplishment. Further, Hongkong is Europe's door into China, and a distributing centre whose influence penetrates into the heart of the Empire. Hongkong, moreover, as a British Colony, is an object lesson of good government where the rights of man in relation to man are maintained, where justice is administered and oppression disallowed. In some measure, therefore, this ancient, immovable kingdom is being interpenetrated with new forces which make for change and the betterment of the people. Yet again, some of our students have official connections on the mainland: some belong to the expectant class of degree men; others half from the coast ports, while all are more or less associated with antecedent homes in China proper. In these ways the sphere of influence is widened, and we believe the result of our labours will extend beyond the narrow limits of Hongkong. . . . Our tried friends and fellow-helpers remained with us—Mr. J. Lewis Byrne, M.A., in charge of much of the senior work, Mr. A. H. Mackenzie, and Miss Fletcher, who kindly devoted the whole of her time to her class. Even so, we lacked the numbers necessary to carry out our principle—that each class should have its own English Form-master. In the early part of the year we were fortunate in obtaining the assistance of Mr. E. P. Butt, a trained teacher, and when other duties called him away the services of Mr. Bay were secured, who has entered with enthusiasm into the boys' sports. Mr. Landemann, who holds a teacher's certificate, has lately joined us, and we expect to have the benefit of his help after the New Year. The Chinese classes have continued under the careful instruction of Mr. Ng Ti Po, assisted recently by Mr. Lo Siu Kai.

HIS EXCELLENCE was then called upon, and distributed the prizes.

HIS EXCELLENCE'S SPEECH.

HIS EXCELLENCE, having performed this duty, said—My Lord Bishop, Ladies and Gentlemen—You will, I am sure, join with me in thanking Mr. Barnett for his interesting report. In its political anticipations I have no intention of following him; nor can I follow the parallel of England emerging from barbarism in the 13th century A.D. and China to-day after a civilization which we know goes back to the 13th century B.C. But I do understand and applaud the statement in the report that the first aim of the College is to inculcate upon the individual the methods of right living. On the last occasion on which I had the honour to present prizes at one of the schools of this Colony I divided the purposes of these schools into 'Training the Children' and 'Educating the Mind.' On this occasion another subdivision suggests itself, viz., that of storing the mind and forming the reason. Both ideas are followed in every system of education, but in varying degrees. The former method usually consists of teaching the works of ancient writers first largely by rote and afterwards by explaining their meaning. In the latter method science and logic play the foremost part and teach the deduction of one fact from another and of generalisation from instance. Roughly speaking, the first method tends to make men conservative, cultured, and courteous, and the second to make them liberal, learned, and likely to get on in the world.

The first method overwhelmingly predominates in the system of education in China and formerly entered largely into the curriculum of our large English public schools. The second method is that to which modern Western education is rapidly tending, and is probably at present more closely followed in Germany than elsewhere. The problem which this College is trying to solve is how to combine the two methods in the way best adapted to secure the highest happiness to the rising generation of China in this corner of the British Empire and in the adjoining Empire of China; how to add so much liberalism to the natural Chinese conservatism as will tend to steady progress without producing a generation of rash reformers or reckless enterprisers; how to combine such learning with the Chinese culture as will make the lessons of science practically available for the improvement

of the physical conditions of life, and how to place scholars in the best position to get on in the world, without selfishness nor too high a consideration of the material advantages of wealth, rank, and position. That solution of the problem is in the opinion of our Chinese friends being carried out on the right lines is best testified by the support they are giving to the institution. I am sure that we all join in wishing the College in the future the greatest success. (Applause).

His Lordship, the Rev. Bishop HOARE, said: I am sure I am only expressing the feelings of all present when I thank Your Excellency heartily for coming here this morning, and for what you have been saying to us about the work of the College and education generally.

We have a large Government system of education in the Colony, but of course schools that are regulated by Government must be regulated for the masses; and it is always rather a problem as to what are the best lines to regulate schools in a place like this. The College has a free hand—I do not mean to say the Government hampers educational work in other colleges, but they have to lay down certain rules and conditions—and Chinese opinion has very great weight, and it is a very great satisfaction to my mind to see that it goes very much with the results of the experience of the Government, and after all, this College is being run on very much the same lines as other schools where the Government lays down the rules. It is a mistake, even here, where we get people of very mixed religions, to think that they wish religious teachings excluded from the schools. I am sure that the Chinese, both here and on the mainland, prefer that a religion should be taught, even though it be not their own. His Lordship then asked the boys to show by acclamation that they heartily thanked His Excellency for coming to give away the prizes. This they did by three ringing cheers, following with three for His Lordship the Bishop and three for the Rev. Mr. Barnett.

DIAMOND CLAY IN BORNEO.

The history of the discovery of what will probably be known in future as the Diamond Valley of Borneo reads like a page from "Treasure Island."

"All that has been found at present," said Sir Charles Jessel, the chairman of the British North Borneo Company, to an *Express* representative, "is an extensive outcrop of blue clay. It may, of course, portend nothing, but it is the same blue clay that was looked upon with indifference by the settlers in South Africa, and afterwards proved to be the superficial evidence of the great Kimberley diamond mines."

"I must admit that when the letter from the man who discovered the outcrop was first shown to me I was inclined to laugh and put down its author as a dreamer of dreams. A second perusal, however, showed that he was an educated man, and consequently instructions were given to our representatives in Borneo to make an investigation."

"All the man's statements turned out to be perfectly true, and samples of the blue ground are now in the hands of one of the best diamond-mining experts in the country. Diamonds have been discovered before in Borneo—one famous as one, I believe; and there is every indication that another Kimberley may result from the letter sent to us."

The discoverer of the supposed diamond area is a well-known man in Derby: a civil engineer with expert knowledge of mining and prospecting.

Near the beginning of a wandering life, full of adventure, he worked for a considerable time in the mines at Kimberley as mining engineer to Mr. J. Wernher, now head of the firm of Messrs. Wernher, Bell, and Co. While there he often discussed with a French engineer the possibilities of diamonds being found in certain latitudes in Borneo.

Many years followed of vague globe-trotting, and the diligent prospecting for gold and diamonds in all parts of the world. Eventually the turn of the wheel brought the young engineer to Borneo, where he assisted Mr. Van Der Haven in surveying his tobacco estate. He had never forgotten his old talk with the French engineer and accordingly devoted much of his time in prospecting for diamonds.

One day he took a light canoe and paddled for many hours up the Lubuk River, through forests of dense tropical vegetation. Coming to a tiny native village, he left his canoe, and pushed inland towards some hills.

It was here, in a valley between the hills, and on the slopes of the hills themselves, that he came upon the famous blue ground, a sight almost maddening to the trained prospector. "It was the real diamond-bearing ground," he said afterwards. "It is identical with the Kimberley blue clay, with all the pieces of carbonised burnt cinnamons in it. It stuck out of the mighty boulders as if heaved up by an earthquake."

Hugging his secret, he went away. A word, he knew, would bring a rush of thousands of surface diggers, as it did in the early days of Kimberley. Circumstances arose that forced him to leave Borneo, and he found it impossible to return.

For sixteen years he nursed his secret. His thoughts were always coloured by that lonely journey to the hills, the discovery he had made there, and the secret which he alone in the world possessed. When he slept he dreamed of the silent, boulder-strewn valley and the outcrops of the blue ground that is the joy of the prospector's heart.

But circumstances ruled that he should not return, and after sixteen years of silence he gave his secret to the British North Borneo Chartered Company. His letter was accompanied by a rough sketch that strangely suggests Stevenson's boyish maps to Treasure Island.

He made no terms or conditions with the company, but an *Express* representative was given to understand that, in the event of the discovery proving valuable, he will be duly recompensed. All mineral rights on the island belong to the company, who have already extensive workings of iron ore, manganese, and coal.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Formosa* left Singapore for this port on the 17th inst. at 2 p.m.

The Indo-Chinese steamer *Suiyang*, from Calcutta and the Straits, left Singapore for this port on the 17th inst. at 5 p.m.

The L.G.M. steamer *Prin Eitel Friedrich*, which left here on the 21st ult., arrived at Genoa on the 17th inst. at 2 p.m.

SUPREME COURT.

Wednesday, 18th January.

IN CRIMINAL JURISDICTION.
BEFORE SIR H. S. BRONKLEY (CHIEF JUSTICE).

RAPE.

Tsang Hing, a Chinese house-boy, was charged with defiling a European girl under the age of twelve (to wit, six years and nine months), also with attempting same and with indecent assault.

The Hon. Mr. E. H. Sharp, K.C. (Attorney-General), instructed by Mr. F. B. L. Bowley (Crown Solicitor), prosecuted. The prisoner was not defended.

The prisoner pleaded not guilty, and the following jury was empanelled:—Messrs. A. Bain (foreman), M. Simmons, R. B. Cooper, W. Goetz, L. A. Lamont, G. Smith and E. B. Raymond.

The name of Sydney Douglas Hickey was also called, but met with no response.

The Jury finally returned a verdict of guilty on the first count, and His Lordship sentenced the prisoner to imprisonment for the term of his natural life.

ALLEGED MANSLAUGHTER.

Wong Tsing Tseng was charged with manslaughter.

Mr. Calthrop (acting on behalf of the Attorney-General), instructed by the Crown Solicitor, prosecuted. The prisoner was not defended.

The prisoner pleaded not guilty, and the following Jury was empanelled:—Messrs. G. W. Gegg, A. Bain, L. E. Lummet, J. Mills, J. Wells, R. B. Cooper and G. P. Curry.

Mr. Calthrop in opening the case said that the prisoner on the 28th December last, in the capacity of coxswain of the launch *Wing Loi*, while navigating in the Harbour opposite Jardine's Wharf, came into collision with a sampan. The Jurors had to find out whether that action was due to the carelessness and negligence of the prisoner. The sampan people, it appears, did not see the launch till it was about thirty feet off. They were steering the craft in an easterly direction. A sail was up, but they were using oars also. The launch ran into the starboard counter of the sampan, upset it, and the occupants were thrown into the water. The occupants of the sampan were the master, his wife, three children and eight or nine passengers. Dr. Forster happened to see the occurrence and immediately went to the rescue. Owing to his pluck, two children entangled in the wreck were got out. The doctor managed to bring one of them around, but the other succumbed. One of the passengers was afterwards found to be missing, and his dead body was recovered later.

After the witness for the prosecution had given evidence the prisoner called witnesses to prove that the sampan was overloaded, and that she had wrongfully altered her course.

The prisoner made a statement as follows:—

I blew my whistle twice to draw the attention of another steam-launch towing a boat. A large steamer was anchored on my right hand side, about three cheungs from the launch towing the boat. There was a cargo boat at the steamer's stern going towards the east. I had to go towards the north and the sampan in question was going towards the north. Before the collision I went astern. Our boat stopped and the sampan came against us. There were too many people in it, and that is what made her topple over and sink. I could not turn to the south because there were a number of vessels there.

Mr. Calthrop, addressing the jury, emphasised the point that a steam launch should keep out of the way of anything not under steam. He pointed out in conclusion that such negligence on the part of the defendant rendered him culpable in this matter, as through his negligence was caused the death of these people.

His Lordship said:—Gentlemen, you must take it as a general principle that wherever one is in control of anything that contains an element of danger the duty is imposed of bringing into the control of that thing such care and skill as will prevent the dangerous thing becoming a danger in fact. If the management of this thing containing an element of danger is negligent, and death results in consequence, that is manslaughter.

That is the principle of law found necessary for the protection of the public who have to use and be in the presence of things containing an element of danger. With such a thing as a railway, for instance, the engine driver must bring into the act of driving the train skill and care, and if by his negligence a collision takes place and death results because of this it is manslaughter. As you must know, there have been several cases where engine drivers have been convicted of manslaughter. The same thing applies in the case of a man in charge of a steam launch . . .

In this case it is a question of fact. Do you find him guilty of negligence, or was it the action of the people in the sampan that brought about the occurrence? If the sampan was run into as stated in the case for the prosecution I should think she would have been cut, but she simply toppled over. There is no evidence that she was cut down, and there were thirteen people in this small craft.

After some further remarks, His Lordship asked the jury to decide whether the accident was due to the negligence of the prisoner.

The jurors were unanimous in finding a verdict of not guilty.

His Lordship to the prisoner.—The jury find you not guilty. They think the whole thing was an accident and due to the sampan people turning into you.

CHINESE MANNERS.

The N.C. *Daily News* remarks editorially:—Under the head of "Manners and Customs" it was said of some savage tribe, "manners they have none and their customs are beastly." Whether the Chinese rank as civilised, semi-civilised, or semi-barbarous is largely a matter of definition, but in any case it cannot be said of them, "manners they have none." Those who know best might rather complain that they have too many. The average English boy hates to take off his cap in greeting you, and does it awkwardly; the average American boy is apt to keep his on even when he enters a room; but no Chinese schoolboy fails to greet his teacher with proper ceremony, formal but not awkward. Foreign schoolboys, on their return to school do not show much interest in the state of health of their companions' parents; but among Chinese students and schoolboys there are always formal enquiries after the "peace at home" and as to "peace upon the road."

When differing civilisations meet there cannot fail to be a great many misunderstandings on both sides. Our manners are not only less formal and tiresome than those of the Chinese, but they are very different in character, being the outcome of a different civilisation in a different environment: the two systems are inconcomparables. It is therefore not to be wondered if the Chinese think we are mannerless and impolite. It has happened for example that a foreigner riding in China has been deliberately misdirected by the peasant of whom he asked the road. Chinese manners require that before enquiring the rider should alight, and the peasant answers impolitely with impoliteness. The foreigner rides some miles out of his way, and ever after treasures his experience as a proof of the boorish hatred of the Chinese to the foreign devil. Misunderstandings of this kind take place every day. Not every foreigner, any more than every Chinese, can recognise the actual politeness which may very well exist under a breach of formal manners.

The foreigner's insolent disregard of Chinese conventionalities has sometimes an unfortunate result on those natives who are intimate with him—they also learn to leave off being polite according to the native code, and needless to say, they do not acquire instead the case of foreign manners. We have seen the missionary's wife shaking hands with her neighbour's table-boy—which will cause a few discerning readers to shudder; we have seen the foreigner dining with the mandarin, who did not know enough to say "your honourable," with "my unworthy," who proffered tea with one hand while the other was in his pocket who emphasised his "then, then, then," with flourishes of a table-knife before the great man's astonished spectacles. Worse still, we have known schools where manners became disintegrated because the foreign teacher knew no Chinese civilities and the pupils naturally learnt no Western manners; with the result that after years of schooling they enter the world unpleasant, ungracious, uncouth to native and foreigner alike. Hostility we may often make allowance for, but over familiarity or lack of polish is hardly less offensive, and is often a mark of those who have been educated under foreign teachers. The Chinese do not require that we should teach formal politeness—they could rather be our instructors; but they do require that we should impress on them the value of good manners, whether native or foreign; in schools especially it should be looked to that good Chinese manners should be encouraged and that laxity or awkward imitations of the freedom of foreign manners should be checked.

After the witness for the prosecution had given evidence the prisoner called witnesses to prove that the sampan was overloaded, and that she had wrongfully altered her course.

The prisoner made a statement as follows:—

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THE NAVY AND THE EMPIRE.

At a meeting of the Royal Colonial Institute held on 8th December at the Whitehall Rooms Hotel, Metropole, Mr. H. F. Wyatt read a paper on "The Navy and the Empire." Admiral Sir N. BOWDEN-SMITH presided, and among those present were Sir John Colombe, M.P., Mr. T. A. Brassey, Major J. E. Clauson, C.M.G., Captain C. L. Ottley, R.N., Sir Arthur Douglass, Mr. E. R. P. Moon, M.P., Lieutenant-Colonel J. Hayes-Sadler, Mr. Spencer Wilkinson, Dr. Miller Maguire, and Mr. J. S. O'Halloran (secretary).

The CHAIRMAN, in opening the proceedings, remarked that Mr. Wyatt had recently returned from a tour to Greater Britain beyond the seas on behalf of the Navy League. The great contest which was going on in the Far East was an object-lesson to all, especially to our kinship in Australasia and New Zealand. He hoped that the patriotic efforts of the Naval League and the excellent mission undertaken by Mr. Wyatt would go a long way to make our fellow-countrymen beyond the seas realize the importance of having one powerful homogeneous Navy to protect our commerce and to safeguard our common interests. (Hear, hear.)

Mr. WYATT, in the course of his paper, urged that the Colonies should give the United Kingdom naval aid in money and in men, with the energy of free will and full conviction, as a partner in a firm assigned funds to purposes that he saw to be essential to that firm's existence. In Canada they had upwards of 50,000 hardy seafarers, unsurpassed in the world for the qualities which went towards making fighting men. Elsewhere in the Empire—in Australia, in South Africa, in some degree even in New Zealand—other sources of employment called on the energies of British subjects, and the maritime spirit appeared to suffer decay. But the oldest colony still had men of the old stamp, and they should be trained and disciplined, so that in the hour of our common peril they should be, as far as was possible, fit to take the places of those who might fall fighting for the common cause. If the Colonies delayed the matter longer the hour of fate might come upon us and find those men useless, and they would be doomed to look on impotently while the struggle which decided their destiny was fought without their assistance, and the blood of the men of the old country was shed for them. In the conflicts of the future, as of the past, every atom of naval strength that the Empire could supply would be required to secure triumph and avert defeat. Mr. Wyatt then proceeded to deal with the objections of the Colonies to give naval aid, with which he had been actually confronted. A summary of the objections was as follows:—(1) Taxation without representation; (2) need of all resources for internal development; (3) especially in Australia need of local squadrons for coast defence; (4) impression of United Kingdom departmental inefficiency, derived from the South African war; (5) (in Canada) reliance on a possible application of the Monroe doctrine by the United States; (6) (in Canada) attitude of French Canadians; (7) (in Australia) attitude of Labour representatives; (8) believed that the Navy must of necessity be used to defend Colonial seaborne commerce; and (9) comparative want of funds.

While he admitted the plausibility of the arguments of the Colonies he repudiated emphatically their validity. The whole of the argument under head No. 1 must, he said, be regarded as a nullity. As to the next objection, it could easily be shown to be especially fallacious with the first, for money which was devoted to remunerative business enterprises was not usually regarded as a heavy burden. The same line of reasoning on this subject seemed to be that when the State used the funds at its disposal for non-paying purposes, it might justly urge that it was less able to contribute towards its naval insurance, but when it invested those funds in a manner which yielded increased profits, then the use of that contention became absolutely absurd. The third objection represented a most widespread fallacy which was difficult to dispel. It was the fallacy of local squadrons. The position was that while, and only while, the Navy held command of the sea Australia and New Zealand need fear no attack, save from raiding cruisers. With regard to the fourth objection, that was due to an impression which was hard to be removed. The point there to be debated was whether, assuming the inefficiency, the objection grounded thereon possessed any validity. He submitted that it possessed none, for whatever the state of departments was, the fact remained that the life of the Empire depended on victory at sea. The fifth objection had much potency in Canada. If Canada trusted to the possible application of the Monroe doctrine to preserve their interests in war, they were still putting their hopes exclusively on naval strength. They were, in fact, merely transferring their reliance from the greatest Navy in the world to one far less powerful. The next two objections could be qualified together. Much could be said on both, but no amount of political or social prepossession altered the essential facts which governed the existence of the whole British Empire. He was willing to admit the truth of the eighth objection, but contended that it was wholly valueless for the purpose for which it was used, for granting that the Navy must in any case protect colonial seaborne commerce, that fact did not in the smallest degree lessen the necessity of the Colonies that this protection should be effectual. The last difficulty was hardly worthy of consideration. The United Kingdom taxpayers now paid over £1 a head each year towards the upkeep of the Fleet, and if the colonial taxpayer paid but one-tenth of that amount, either directly by way of subsidy, or indirectly by way of maintenance of naval reserves, that outlay would amount to over £1,000,000. In conclusion, he remarked that they had to plant a living political habit, to bear in coming time the fruits of a closer union and a greater strength. The root cause of the backwardness of our brethren in this matter was, he observed, want of familiarity with problems of war and of international relations. (Cheers.)

Sir JOHN COLONE, M.P., who opened the discussion which followed, said that the subject of the lecture was one which should command the attention of all those who loved their Empire and meant to preserve it. As he had said in *The Times* that morning the Navy League had never done a wiser thing than when they determined to send Mr. Wyatt to the Colonies with the view of teaching the public mind the primary principles upon which the strength of the Empire depended. He entirely agreed with Mr. Wyatt that what they had to create, if they were to secure the consolidation of the Empire, was a universal desire on the part of all the King's subjects to understand the simple principles of what the command of the sea meant to them, and what was essential to its maintenance. No one, he thought, could put the case better than Mr. Wyatt. The great advantage of the paper was that it enlightened the minds of those at home as to the attitude of the colonial mind on this great question, and it was necessary for us at home and abroad to be mutually instructed if our desires were to be consummated in regard to the question of supremacy at sea. The Navy League had done a great deal to advance this

question, and he hoped they would receive the support of the people. This was no time for people to holt between two opinions as to how the Empire should be defended. We had to make up our minds what we could do and how we were going to do it. Every Englishman should understand, and give reasons to himself, why it was that the whole fibre of the British Empire depended upon British supremacy at sea. (Hear, hear.)

Dr. MILLER MAGUIRE remarked that the lecture was most opportune. He considered that the only way of making international law subservient was to have a navy to back it up. Allies would not save the Empire. The nation was not ready to fight; that would not last long. (Hear, hear.)

Mr. T. A. BRASSEY observed that the mission of Mr. Wyatt would awaken our fellow-men in the Colonies to the question of the defense of the Empire. He had been reviewing the comparative strength of navies, and a few months ago he came across the fact that the United States were building more first-class battleships than we were. It was upon the battleships that the command of the seas at present depended, and he had come to the conclusion that the command of the sea would pass to the United States if the resources of the United Kingdom could not be called upon to maintain our Navy. Everybody was aware that the Germans had been making efforts to increase their navy in recent years, and anyone who had watched the events of the past few months would know that a large proportion of the new Russian loan had been subscribed and taken up in Germany on condition that a part of that money should be spent in German shipyards in building ships for the Russian navy. On this side of the Atlantic, therefore, we had to fear a Russo-German combination. From this point of view we must draw upon the resources of our Colonies if we were to maintain the command of the sea in the future. Mr. Brassey dealt with the position of the Colonies at the present day in regard to the question, and said that Canada was in a position to make a serious contribution. Sir Wilfrid Laurier had said, "if you want to help you, you must call us to your councils." That position was absolutely unavailable; there should be no taxation without representation. The question of naval contribution was in his judgment a constitutional question, and the solution rested with us in this country. (Hear, hear.)

Dr. G. R. PARKIN, Mr. SPENCER WILKINSON, Sir ARTHUR DOUGLASS, and others also spoke, and the meeting concluded with votes of thanks to Mr. Wyatt and the chairman.

Mr. WYATT observed that the Colonies had been making efforts to increase their navy in recent years, and anyone who had watched the events of the past few months would know that a large proportion of the new Russian loan had been subscribed and taken up in Germany on condition that a part of that money should be spent in German shipyards in building ships for the Russian navy. On this side of the Atlantic, therefore, we had to fear a Russo-German combination. From this point of view we must draw upon the resources of our Colonies if we were to maintain the command of the sea in the future. Mr. Brassey dealt with the position of the Colonies at the present day in regard to the question, and said that Canada was in a position to make a serious contribution. Sir Wilfrid Laurier had said, "if you want to help you, you must call us to your councils." That position was absolutely unavailable; there should be no taxation without representation. The question of naval contribution was in his judgment a constitutional question, and the solution rested with us in this country. (Hear, hear.)

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SHIPPING.

ARRIVALS.
ANDALUSIA, German str., 5,441, Filler, 18th January.—Hamburg and Singapore 12th Jan., General.—Hamburg-Amerika Linie.
ASTREA, British cruiser, 4,360, Lionel G. Tufnell, 15th Jan.—Singapore 12th Jan.—CHOWWA, German str., 1,053, J. S. Steen, 18th Jan.—Bangkok 11th Jan., Rice, &c.—Butterfield & Swire.
EMPEROR OF INDIA, British str., 3,032, O. P. Marshall, r.n.r., 18th January.—Vancouver 26th December, Mails and General—C. P. R. Co.
FOOCHOW, British str., 1,228, H. Smale, 18th January.—Canton 17th Jan., General.—Butterfield & Swire.
GAELIC, British str., 2,691, Wm. Finch, 18th January.—San Francisco 13th Dec., Honolulu 26th, Yokohama 5th Jan., Kobe 7th, Nagasaki 9th and Manila 16th, General—P. & O. S. N. Co.
LILY, Belgian str., 1,794, F. T. Alster, 18th January.—Labuan 11th January, Coal-Order.
LINAN, British str., 1,352, C. C. Williams, 18th January.—Shanghai 13th Jan. and S. wato 17th, General.—Butterfield & Swire.
LOUNGANG, British str., 960, S. Hussey, 18th January.—Chinkiang 13th Jan., Rice—Jardine, Matheson & Co.
M. STRUYVE, German str., 966, P. Brandt, 18th January.—Tamsui, Amoy and Swatow 17th January.—Osaka, Shimon Kaisha.
NEPTUNE, British str., 2,435, Henderson, 18th Jan.—Singapore 10th Jun., Coal—Gibb, Livingston & Co.
SIGNAL, German str., 907, A. Bonduin, 16th Jan.—Haiphong and Hoitow 17th Jan., General—Jesup & Co.
TUJIPANAS, Dutch str., 2,443, P. Zwart, 18th January.—Amoy 16th Jan., General—Java-China-Jap. Linj.
ZIETEN, Guinan str., 8,006, F. von Blizner, 18th Jan.—Bremen 9th Dec. and Singapore 14th Jan., Mails and General—Melchers & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
18th January.

DUNIARD, British str., for Shanghai.
Linen, British str., for Canton.
Lokang, British str., for Canton.
Neptune, British str., for Sasebo.
Orange, Norwegian str., for Bangkok.
DEPARTURES.
18th January.
ANPING, Chinese str., for Canton.
BORNEO, German str., for Sandakan.
DECIMA, German str., for Amoy.
HOFSONG, British str., for Kobe.
HUNAN, British str., for Shanghai.
K. EMERATH, Austrian cruiser, for Macao.
KWONGANG, British str., for Shanghai.
MARIE JESSEN, German str., for Moji.
NAMEANG, British str., for Singapore.
PETRARCH, German str., for Saigon.
TRIUMPH, German str., for Coast Ports.
VASCONDA GAMA, Portuguese cruiser, for Macao.

VESSELS IN DOCK.

17th January.

ABEDDOOR DOCKS.—Marie Jesen.
FORTRESS DOCKS.—Agricourt, Hu, Indra-telli, U.S.S. Seward, Shunice, Jacob Diederichsen, H.M.S. Sandper, Tarlar, Daphne.
COSMOPOLITAN DOCK.—Ascol.

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIAGO AND YOKOHAMA.

THE Imperial German Mail Steamship

ZIETEN,
OF THE NORDDEUTSCHE LLOYD,

CAPTAIN F. V. Binder, will leave for the above places TO-DAY, the 19th inst., at NOON.

FOR DUTDEUTSCHE LLOYD,

For Further Particulars apply to
MELCHERS & CO., Agents.

Hongkong, 19th January, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

HAIICHING,
Captain Hodges, will be despatched for the above ports on SATURDAY, the 21st inst., at 2 P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 18th January, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

LIGHTNING,
Captain Hodges, will be despatched for the above ports on SATURDAY, the 21st inst., at 2 P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 18th January, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

LIGHTNING.

Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 24th inst., at 3 P.M.

For Freight or Passage, apply to
DAVID SASOON & CO., LTD., Agents.

Hongkong, 17th January, 1905.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

PUNDUA,
Captain Thomson, will be despatched as above on WEDNESDAY, the 25th inst., at DAY-LIGHT.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., Agents.

Hongkong, 17th January, 1905.

BASTIAN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

EMPEROR.

Captain Helms, will be despatched for the above ports on WEDNESDAY, the 8th February, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardless and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th January, 1905.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B.R.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	G. M. Montford, E.N.E.	P. & O. S. N. CO.	On 28th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	HYSON	Brit. str.	1 m.	Davis	BUTTERFIELD & SWIRE	On 22nd inst.
AMSTERDAM, LONDON & ANTWERP	PHIAM	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st inst.
AMSTERDAM, LONDON & ANTWERP	GLAUCUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Feb.
MARSEILLE, LONDON & ANTWERP, &c.	IDOMENUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd Feb.
LONDON, &c., VIA PORTS OF CALL	PALAWAN	Brit. str.	—	J. D. Andrews, E.N.E.	P. & O. S. N. CO.	About 18th inst.
AUSTRALIA	FRENCH	Brit. str.	—	Vorron	MELCHERS & CO.	On 24th inst., at 1 P.M.
BEIJING	BAERN	Ger. str.	k. w.	H. Formes	HAMBURG-AMERIKA LINIE	On 1st Feb., at Noon.
BEIJING	AMBRI	Ger. str.	k. w.	Porzellus	HAMBURG-AMERIKA LINIE	On 20th inst.
BEIJING	SITHOMA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 31st inst.
BEIJING	ARCADIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 8th Feb.
BEIJING	SPERIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 15th Feb.
BEIJING	ANDALUSIA	Ger. str.	k. w.	Lüding	HAMBURG-AMERIKA LINIE	On 27th Feb.
BEIJING	REHENANIA	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINIE	On 7th Mar.
BEIJING	SUEVIA	Ger. str.	k. w.	Kneisel	HAMBURG-AMERIKA LINIE	On 21st Mar.
CHINA	HECTOR	Aus. str.	—	Tomanovich	SANDER, WIELER & CO.	On 4th April.
—	—	—	—	Edmonson	BUTTERFIELD & SWIRE	On 25th inst., P.M.
—	—	—	—	—	—	To-morrow.
—	—	—	—	—	—	About 30th inst.
—	—	—	—	—	—	About 26th inst.
—	—	—	—	—	—	About 29th inst.
—	—	—	—	—	—	Quick despatch.
—	—	—	—	—	—	On 25th inst.
—	—	—	—	—	—	On 8th Feb.
—	—	—	—	—	—	On 24th inst.
—	—	—	—	—	—	On 23rd inst.
—	—	—	—	—	—	On 23rd inst.
—	—	—	—	—	—	On 23rd inst., P.M.
—	—	—	—	—	—	About 28th inst.
—	—	—	—	—	—	On 25th inst., at Daylight.
—	—	—	—	—	—	On 22nd inst., at Daylight.
—	—	—	—	—	—	On 29th inst., at Daylight.
—	—	—	—	—	—	On 21st inst., at 2 P.M.
—	—	—	—	—	—	On 21st inst., at 10 A.M.
—	—	—	—	—	—	On 24th inst.
—	—	—	—	—	—	On 25th inst., at 10 A.M.
—	—	—	—	—	—	On 24th inst.
—	—	—	—	—	—	Quick despatch.
—	—	—	—	—	—	On 24th inst., at 3 P.M.
—	—	—	—	—	—	On 31st inst., at 3 P.M.
—	—	—	—	—	—	Quick despatch.

VESELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"AUSTRALIEN."

Captain Verron, will be despatched for MARSEILLES on TUESDAY, the 24th January, 1905, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "ERNEST SIMONS" ... 7th February.

S.S. "POLYNESIEN" ... 21st February.

L. BRIDOU,

Acting Agent.

Hongkong, 11th January, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT THE MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1904.

"GHAZEE" ... 26th Jan.

"SATSUMA" ... 10th Feb.

For Freight and further information, apply to DODWELL & CO. LTD.

Hongkong, 28th December, 1904.

A. S. MIHARA, Manager.

Hongkong, 5th January, 1905.

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FOORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PAKING"	On 26th January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 26th January.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 31st January.
GLASGOW and LIVERPOOL	"STERATOR"	On 6th February.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 21st February.
GLASGOW and LIVERPOOL	"ANTENOR"	On 23rd February.
GLASGOW and LIVERPOOL	"LOPAX"	On 27th February.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 19th January.
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 22nd January.
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.
AMSTERDAM, LONDON and ANTWERP	"GLAUCUS"	On 14th February.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TYDEUS"	On 27th January.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	19-10

Hongkong, 30th December, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TSINAN"	On 19th January.
SHANGHAI	"TIENTSIN"	On 21st January.
MANILA, PORT DARWIN, THURS ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	"TAIYUAN"	On 23rd January.
SYDNEY and MELBOURNE	"NINGPO"	On 23rd January.
SHANGHAI	"KALGAN"	On 23rd January.
CEBU and ILOIO	"SUNGKANG"	On 24th January.
MANILA	"TEAN"	On 24th January.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 19th January, 1905.

**INDO-CHINA STEAM NAVIGATION CO..
LIMITED.**

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA "SUISANG" Tues., 31st Jan., 3 p.m.		

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

**JARDINE, MATHESON & CO.,
GENERAL MANAGERS.**

Hongkong, 18th January, 1905.

PORLTAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG'S HAI TIA INLAND SEA OF JAPAN, MON, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.	PORTLAND, OREGON
STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON	

"NUMANTIA"	4,370	Brehmer	January 23rd, 1905.
"ARABIA"	4,483	Bahle	February 13th, 1905.
"ARAGONIA"	5,198	Schuldt	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 19th January, 1905.

**CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 25th Jan.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 8th Feb.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN"	3,852 Tons	WEDNESDAY, 15th Mar.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 29th Mar.

Hongkong to London, 1st Class, via St. Lawrence 260, via New-York 262.

Intermediate or Steamers, 240. 242. 244.

1st and 2nd Class Rail, 240. 242. 244.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

13

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALMATE OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediates" passengers only at intermediate rates, affording superior accommodation for that class.

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POST OFFICE NOTICES

Boxholders' private Boxes are being moved to the Money Order entrance in Pedder Street. During alterations Boxholders are requested to apply (personally or by messenger) for their correspondence at the enquiry counter (old Money Order office). Messengers should be supplied with written authority to receive correspondence.

The *Polygraph*, with the French Mail of the 23rd December, left Saigon on Wednesday, the 18th inst., at 9 a.m., and may be expected here on or about Wednesday, the 25th inst. This packet brings replies to letters despatched from Hongkong on the 22nd November.

MAILS WILL CLOSE

F.C.E	F.P.E	DATE
Canton	Kinshau	Thursday, 19th, 7.30 A.M.
Macao	Winghai	Thursday, 19th, 7.30 A.M.
Bangkok	Petcharaburi	Thursday, 19th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	Zieten	Thursday, 19th, 11.00 A.M.
Quang Chow Wan	Huiching	Thursday, 19th, 1.00 P.M.
Macao	Hoangshan	Thursday, 19th, 1.15 P.M.
Yokohama and Kobe	Tsinan	Thursday, 19th, 3.00 P.M.
Nantao	Tachau	Thursday, 19th, 3.00 P.M.
Hongay	Hinsang	Thursday, 19th, 5.00 P.M.
Batavia, Samarang, Sourabaya and Macassar	Tijpanas	Thursday, 19th, 5.00 P.M.
Sabuo	Hofu	Thursday, 19th, 5.00 P.M.
Konzmoon and Kunchuk	Tading	Thursday, 19th, 5.00 P.M.
Canton	Powen	Thursday, 19th, 5.00 P.M.
Swatow and Deli	Signal	Thursday, 19th, 5.00 P.M.
Macao	Winghai	Friday, 20th, 7.30 A.M.
Canton	Hankow	Friday, 20th, 9.00 A.M.
Quang Chow Wan, Holbow, Pakhoi & Haiphong	Hongkong	Friday, 20th, 9.00 A.M.
Moji, Kobe, Yokohama, Victoria B.C. and Tacoma (Washington)	Tremont	Friday, 20th, 11.00 A.M.
Macao	Hengshan	Friday, 20th, 1.15 P.M.
Chinkiang	Ijelis	Friday, 20th, 2.00 P.M.
Singapore	Ambra	Friday, 20th, 3.00 P.M.
Nantao	Tachau	Friday, 20th, 5.00 P.M.
Sabuo	Hofu	Friday, 20th, 5.00 P.M.
Konzmon and Kunchuk	Wingchai	Friday, 20th, 5.00 P.M.
Canton	Wingchai	Saturday, 21st, 7.30 A.M.
Swatow, Amoy and Foochow	Kwang	Saturday, 21st, 7.30 A.M.
Macao	Zafiro	Saturday, 21st, 9.00 A.M.
Shanghai	Huiching	Saturday, 21st, 1.00 P.M.
Nantao	Hengshan	Saturday, 21st, 1.15 P.M.
Sabuo	Tachau	Saturday, 21st, 3.00 P.M.
Konzmon and Kunchuk	Hofu	Saturday, 21st, 5.00 P.M.
Canton	Wingchai	Sunday, 22nd, 9.00 A.M.
Manila	Zafiro	Monday, 23rd, 3.00 P.M.
Shanghai	Huiching	Monday, 23rd, 3.00 P.M.
Manila, P. O. Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Taiyuan	Monday, 23rd, 3.00 P.M.

EUROPE, &c., India via Tuticorin..... Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents..... (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract no. 1).....

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA HONOLULU and SAN FRANCISCO..... Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....

TO-MORROW,
Sale, Electric Pls' W're, S'es Rooms, Mr. G. P. Lammett, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

18th January.

ON LONDON.—

Telegraphic Transfer 1/11thBank Bills, on demand 1/11thBank Bills, at 30 days' sight 1/11thBank Bills, at 4 months' sight 1/11thCredits, at 4 months' sight 2/10thDocumentary Bills, 4 months' sight 2/9th

ON PARIS.—

Bank Bills, on demand 248

Credits, at 4 months' sight 251st

ON GERMANY.—

On demand 2013

ON NEW YORK.—

Bank Bills, on demand 48thCredits, 60 days' sight 48th

ON BOMBAY.—

Telegraphic Transfer 1463

Bank, on demand 147

ON CALCUTTA.—

Telegraphic Transfer 1463

Bank, on demand 147

ON SHANGHAI.—

Bank, at sight 71stPrivate, 30 days' sight 72nd

ON YOKOHAMA.—

On demand 57

ON MANILA.—

On demand 36th

1 p.c. pm

ON BATAVIA.—

On demand 118th

ON HAIPHONG.—

On demand 2 p.c. pm

ON SAIGON.—

On demand Par.

Mr. J. Whiteside, Mrs. Miller, Mrs. Weijo

Mr. Feldman, Mrs. Samuel, Messrs. R. D.

Tada, T. Shih, Miss Gough, and Mr. George

Robert Scott: for Singapore, from Yokohama,

Mr. L. Gow: from Kobe, Messrs. L. Radner

A. Fringer, P. Rutschow, A. Mathies and

Macyntire; from Nagasaki, Mrs. Kate Naka-

mura, Mrs. Kame Midumoto, and Mr. Tokubu-

Kanematsu; from Shanghai, Messrs. Speelman

Goldmann, M. Moss, H. T. Martin, and Dr.

Zipp: for Penang, from Nagasaki, Mrs. Araki

Ottoman: for Colombo, from Shanghai, Messrs.

S. Shimomura and Kura Goldstein: for Port

Saig, from Shanghai, Messrs. John H. Osborne

and G. D. Morse: from Kobe, Rev. and Mrs. Price

Mr. and Mrs. W. H. Carty: for Genoa, from Yoko-

hama, Mr. and Mrs. Marsh, Capt. King, Messrs.

K. Mann and E. Carty: from Kobe, Mr. F. K.

Lyon: from Shanghai, Mrs. Ballauf, Messrs.

N. Lau's and Frider. Webez: for Scut-

hington, from Shanghai, Capt. W. E. Filmer

Mr. W. N. Rueine, and Rev. Bousfield:

for Antwerp, from Shanghai, Messrs. W. St. John

and W. Knock: for Bremen, from Kobe, Mr. H.

Bryde: from Shanghai, Mr. Woerner, Mrs. H.

Grandt, and Mr. Th. Tollefson: for Bremerhaven,

from Shanghai, Mr. W. Wilh. Schmidt: for London,

from Kobe, Messrs. John Duncan, G. Macdonald,

Jameson Macdonald and W. Jarvie: from Nagasaki,

Messrs. Jameson Thomas and Robert Fricker:

from Shanghai, Messrs. C. Larsen, McGregor

and T. D. Isbister.

TO DEPART.

Per *Palawan*, from Hongkong, for London, Mr. and Mrs. H. Haynes and family, Miss R. Chee, Mr. and Mrs. Aitken, Mr. and Mrs. J. Ramsay and family, Capt. and Mrs. Ratkurst and family, Mr. John Glynn, Mrs. Shand, Lieut. W. Russell, R.N., John Hamilton, Arthur Rice, R.N., Ralph S. Syred, R.N., Gunners Ernest E. Neil, R.N., Robert Cole, R.N., Lt. Avist. Eng. John H. App, R.N., Engg. Lieut. H. J. Reynold, R.N., Lieut. F. G. L. Willm, R.N.R., Lieut. Philip H. White, R.N., Conductor and Mrs. Poole and family, Messrs. J. Stodart, R. Dickson and family, Staff Sgt. and Mrs. Farmer and family, Staff Sgt. Guest, Lance Corp. Knight, and Mr. Robert A. E. McEldown, from Shanghai, for London, Mr. J. W. John and family, Mr. and Mrs. W. I. Ord, and Mr. F. V. Addyman, R.N.; from Marseilles, Miss L. M. White, Dr. Lucy H. Hoag, Mr. and Mrs. Dubois and family; from Kobe, for London, Mr. A. G. Gilligham: from Yokohama, for London, Mrs. A. F. Cahusac, Mrs. G. Kay and C. B. Hudson.

The Indo-China steamer *Kumsang* left Calcutta for this port via the Straits on the 14th Jan., and may be expected here to-morrow.

The O.S.S. & C.M. steamer *Idomenes* left Singapore on the 13th Jan., p.m., for this port via Saigon, and is due here on the 21st Jan.

The A.L. steamer *Perseus* left Singapore for this port on the 14th Jan., p.m.

The P. & O. steamer *Fornax* left Singapore for this port on the 17th Jan., at 2 p.m., and may be expected here on the 23rd Jan.

The Indo-China steamer *Kumsang* left Calcutta for this port via the Straits for this port on the 17th Jan., at 5 p.m., and may be expected here on the 23rd Jan.

The steamer *Louther Castle* left New York on the 5th Dec.

The P. & A. steamer *Arabia* left Portland on the 5th Jan., and is due here on the 8th Feb.

JOINT STOCK SHARES.

Hongkong, 17th January.

COMPANY.	PAID UP	QUOTATIONS.
Banks—		
Hongkong & Shai	\$125	\$715, buyers London, 27 th .
Natl. Bank of China	\$25	\$28, sellers
B. Shares Foun. Shares	\$25	\$28, sellers \$10.
Insurance—		
Union	\$100	\$690, buyers
China Traders'	\$25	\$83, buyers
North China	\$25	\$18, sellers
Yangtsze	\$25	\$150, sellers
Canton	\$50	\$254, sellers
Hongkong Fire	\$50	\$349, buyers
China Fire	\$800	\$91, sellers & buy.
Steamship Cos.—		
H. Canton and M.	\$10	\$27, buyers
Indo-China S. N.	\$15	\$124, buyers
China and Manilla	\$50	\$22, sellers
Douglas Steamship	\$10	\$34, sellers & buy.
Star Ferry	\$1	\$22, sellers
Shell Transport & Trading Co.	\$21	258, buyers
Railways—		
China Sugar	\$100	\$216, sellers
Luzon Sugar	\$100	\$47, buyers
Mining—		
Charbonnages	Frs. 250	\$490.
Raubs	18/10	\$31, sellers & buy.
Docks Etc.—		
H. & W. Dock	\$50	\$217, buyers 31 st , old
H. & W. Wharf & G.	\$50	\$102, new
New Amoy Dock	\$8	\$27, sellers
Co. F. Boyd & Co., Ltd.	Frs. 100	Tls. 139, buyers
Land and Building—		
Hongkong Land Inv.	\$100	\$140, sellers
Kowloon Land & E.	\$80	\$894.
West Point Building	\$50	\$59, sellers
Hongkong Hotel	\$60	\$142, sellers
Humphreys E. & T.	\$10	\$114, buyers
Shanghai Land	\$50	Tls. 117.
Cotton Mills—		
Ewo	Tls. 50	Tls. 23, buyers
International	Tls. 75	Tls. 25.
Lau Kong Mow	Tls. 100	Tls. 30.
Soyoch	Tls. 600	Tls. 150, sellers
Hongkong	\$10	\$12, sellers
Companies—		
Alambra, Ld.	\$500	\$100, buyers
H. & J. Webster	\$125	\$40, sellers
China Borneo Co., Ltd.	\$12	\$134, buyers
China Prov. L. & M.	\$10	\$91, sellers & sellers
Dairy Farm	\$5	\$12, buyers